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CENTRAL INTELLIGENCE AGENCY

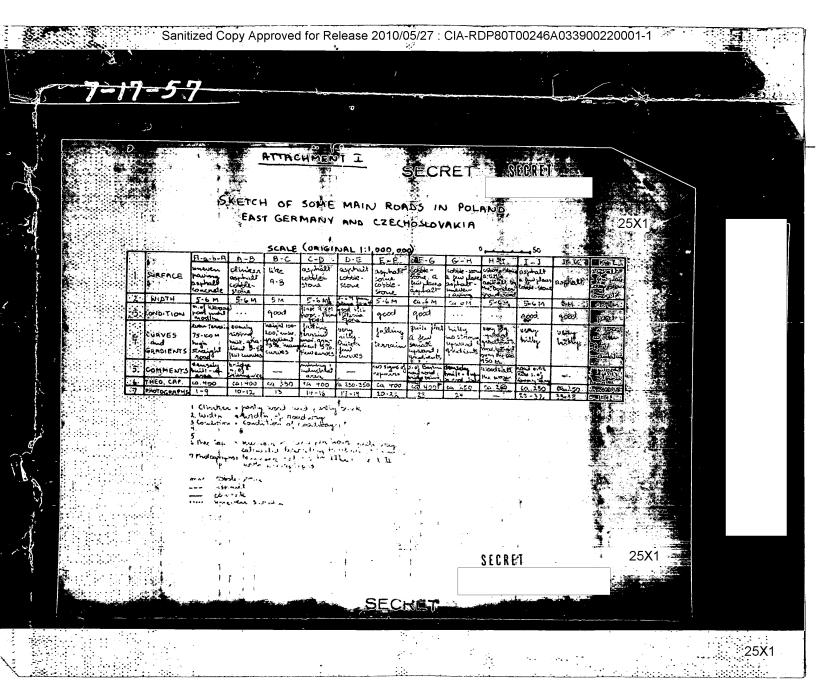
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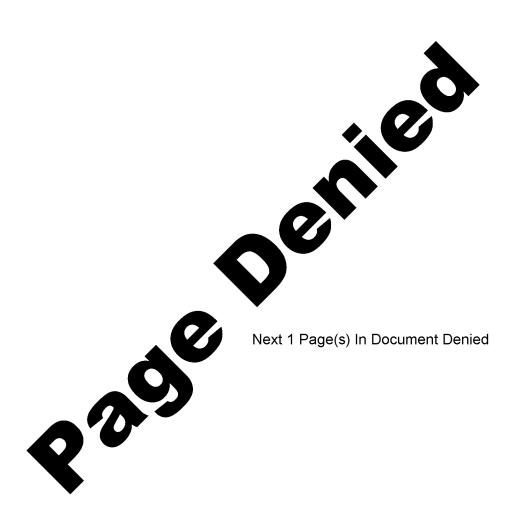
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	COUNTRY SUBJECT	Poland/East Germany/Czechoslovakia Roads in Poland, East Germany, and Czechoslovakia	REPORT DATE DISTR. NO. PAGES REQUIREMENT NO.	23 April 1957			
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Sanitized Copy Approved for Release 2010/05/27 : CIA-RDP80T00246A033900220001-SECRET ATTACHMENT III Poland Since 1954 there has only been very few changes in the roads mentioned in the report (see Attachment I). No big road repairs were observed anywhere in Poland. The following are details concerning bridges: By SOCHACZEW, about 51 km west of Warzaw, on stretch A-B (Attachment I) the road passes a frail bridge of wood. There is a road bridge by the entrance to OPOLE, on stretch C-D (Attachment I). East Germany In East Germany stretch E-F (Attachment I) is apparently in better shape than 2 years ago, and on stretch F-G in the BEELITZ region there were big road repairs on main highway no. 2. Apparently the repair work consisted of changing the road in connection with the building of a bridge. There were numerous detours. The bridge, whose exact location is not known, was built of concrete and with steel piers; the bridge The following are details concerning bridges: The road bridge in GORLITZ, stretch E-P (Attachment I) is, as before, a frontier bridge. The bridge is unchanged. The railroad viaduct in GCRLITZ has been rebuilt, but is at least not being used for passenger traffic between East Germany and Poland. Czechoslovakia . The roads in CSR have not changed much since 1953. By HORNI ZAHORI, stretch I-J (Attachment I) there is a 2. heavy concrete bridge over a ravine (no watercourse). b) 2 new road bridges are being built by HELENIN, stretch K-L (Attachment I); the bridges cross deep ravines. by the entrance to HELENIN, the other by the exit. SECRET

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ATTACHMENT III	

<u>Poland</u>

- 1. Since 1954 there has only been very few changes in the roads mentioned in the report (see Attachment I). No big road repairs were observed anywhere in Poland.
- 2. The following are details concerning bridges:
 - a) By SOCHACZEW, about 54 km west of Warzaw, on stretch A-B (Attachment I) the road passes a frail bridge of wood.
 - b) There is a road bridge by the entrance to OPOLE, on stretch C-D (Attachment I).

East Germany

- 1. In East Germany stretch E-F (Attachment I) is apparently in better shape than 2 years ago, and on stretch F-G in the BEELITZ region there were big road repairs on main highway no. 2. Apparently the repair work consisted of changing the road in connection with the building of a bridge. There were numerous detours. The bridge, whose exact location is not known, was built of concrete and with steel piers; the bridge was only half finished.
- 2. The following are details concerning bridges:
 - a) The road bridge in GORLITZ, stretch E-F (Attachment I) is, as before, a frontier bridge. The bridge is unchanged.
 - b) The railroad viaduct in GORLITZ has been rebuilt, but is at least not being used for passenger traffic between East Germany and Poland.

Czechoslovakia

- 1. The roads in CSR have not changed much since 1953.
- 2. a) By HORNI ZAHORI, stretch I-J (Attachment I) there is a heavy concrete bridge over a ravine (no watercourse).
 - b) 2 new road bridges are being built by HELENIN, stretch K-L (Attachment I); the bridges cross deep ravines. One by the entrance to HELENIN, the other by the exit.

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SKETCH OF SOME MAIN ROADS IN POLAND, EAST GERMANY AND CZECHOSLOVAKIA

				SCALE	(ORIGII	VAL II	000,000	2)			<u> </u>		
1		A-a-b-A	A-8	B-C	C-D	D-E	E-F	F-G	G-H	H-I	I-J	3-K	K-L
1		uneven pavina asphalt concrete	clinker asphalt colble- stone	like A-B	asphalt cottle- stova	asphalt cobble- stove	some cobble ~ stone	stone a	a few places	cobble-Stone a little asylvalt by the bonder fraud road	a few places couble-stone	asphalt	asphalt a few places corde-stone and concrete
2	HTAIW	5-6 M	5-6 M	5 M	5-6M	5-6M from Jelonia Rona 4	5-6M	Ca.6 M	ca. 6 M	5-6M	5-6 M	6 M	4-6M
3	KONDITION	n.of Warra hood until Modlin	•••	good	first 9 KM noon - thou	anna tall	good	good		٠.,	good	good	quod
4	CURVES and GRADIENTS	road	risind mak. apa- dieut 9-48 Jew curves	height 100- 200, mar. gradient 05%. man curves	falling terrains mos.ana- dient 5%. Few curves	very hilly. Quitela	terrain	a few small upward gradients	no strong www.d gradients	very big uphband gradients. bhax.height over the sea 150 M.	very hilly	very hilly	The first 120 km willy, then then undulating
	COMMENTS	built - wal	bridge n. of Skiernewice	l	mining r industrial area		lan ~ 0 ~ 0		densely	woods all	nood over dike s. of Kanony Vary		2 new road bridges 23 but spour
6	THEO, CAP.	ca.400	ca.400	ca.350	ea.400	ca.250-350	ca.400	ca. 400	ca. 250	ca.200	ca. 250		ca.250-350
<u>LZ</u>	PHOTOGRAPHS	1-9	10-12	13	14-16	17-19	20-22	23	24	1	25 - 32	33-38	39-48

1. Climber = partly wood and partly inick 2. Width = width of roadway 3. Condition = condition of roadway

5.
6. Theo. Cap. - humber of care per hour each way calculated according to usual principles
7. Photographs: humber refers to attachment II
with photographs

uum cobble-stone --- asphalt --- concrete meven surface

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